

Appln. No. 09/890,331  
Amdt. Dated March 12, 2004  
Reply to Office action of January 7, 2004

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application.

**Listing of Claims:**

Claims 1-16 (Previously canceled)

17. (Currently amended) A fuel delivery system for an internal combustion engine comprising a fuel feed pump (10), which delivers fuel which is at pilot pressure to a high-pressure fuel pump (11) that communicates on the high-pressure side with at least one injection valve (14), in order to deliver fuel at high pressure to the injection valve or valves (14), and means for delivering a coolant medium flow to the high-pressure fuel pump (11) via at least one coolant conduit (21, 31), in order to keep the temperature ( $T_{HDP}$ ) of the high-pressure fuel pump (11) below a critical operating temperature ( $T_{k1}$ ), said means for delivering a coolant medium flow including means for controlling the coolant medium flow as a function of the temperature of the high-pressure fuel pump (11) and the critical operating temperature ( $T_{k1}$ ).

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18. (Previously presented) The fuel delivery system of claim 17, wherein for cooling, air is delivered as a coolant medium to the high-pressure fuel pump (11) through the coolant conduit (21).

19. (Previously presented) The fuel delivery system of claim 18, further comprising a fan (23) associated with the at least one coolant conduit, for generating the cooling air flow through the coolant conduit (21).

20. (Currently amended) The fuel delivery system of claim 19, wherein said fan (23) is controllable by said means for controlling the coolant medium flow as a function of the temperature of the high-pressure fuel pump (11) and the critical operating temperature ( $T_k$ ).

21. (Previously presented) The fuel delivery system of claim 17, wherein for cooling, a coolant liquid is delivered as a coolant medium to the high-pressure fuel pump (11) through the coolant conduit (31).

22. (Previously presented) The fuel delivery system of claim 21, wherein said coolant liquid is coolant water diverted from the cooling system of the engine.

23. (Currently amended) ~~The fuel delivery system of claim 21~~ A fuel delivery system for an internal combustion engine comprising a fuel feed pump (10), which delivers

fuel which is at pilot pressure to a high-pressure fuel pump (11) that communicates on the high-pressure side with at least one injection valve (14), in order to deliver fuel at high pressure to the injection valve or valves (14), and means for delivering a coolant medium flow to the high- pressure fuel pump (11) via at least one coolant conduit (21, 31), in order to keep the temperature ( $T_{HDP}$ ) of the high- pressure fuel pump (11) below a critical operating temperature ( $T_{k1}$ ), further comprising a blocking valve (32) for controlling the delivery of coolant medium said blockage valve being actuatable by a control circuit (18) as a function of the temperature ( $T_{KS}$ ) of the coolant medium and the temperature ( $T_{HDP}$ ) of the high-pressure fuel pump (11).

24. (Currently amended) The fuel delivery system of claim 22, further comprising a blocking valve (32) for controlling the delivery of coolant medium, said blockage valve being actuatable by ~~a control circuit (18)~~ said means for controlling the coolant medium flow as a function of the temperature ( $T_{KS}$ ) of the coolant medium and the temperature ( $T_{HDP}$ ) of the high-pressure fuel pump (11).

25. (Previously presented) The fuel delivery system of claim 17, further comprising a pressure regulator device (19) assigned to said low-pressure fuel pump (10), in order to enable adjusting the fuel pressure delivered to the high-pressure fuel pump (11) on the low-pressure side.

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26. (Currently amended) The fuel delivery system of claim 25, wherein said pressure regulator device (19) is connected on the output side to the fuel feed pump (10) and is controllable by ~~a control circuit~~ said means for controlling the coolant medium flow.

27. (Previously presented) The fuel delivery system of claim 26, wherein said pressure regulator (19) is controllable such that the pressure delivered to the low-pressure side of the high-pressure fuel pump (11) can be limited to a first or a second value.

28. (Currently amended) The fuel delivery system of claim 26 A fuel delivery system for an internal combustion engine comprising a fuel feed pump (10), which delivers fuel which is at pilot pressure to a high-pressure fuel pump (11) that communicates on the high-pressure side with at least one injection valve (14), in order to deliver fuel at high pressure to the injection valve or valves (14), and means for delivering a coolant medium flow to the high-pressure fuel pump (11) via at least one coolant conduit (21, 31), in order to keep the temperature ( $T_{HDP}$ ) of the high-pressure fuel pump (11) below a critical operating temperature ( $T_{k1}$ ), further comprising a pressure regulator device (19) assigned to said low-pressure fuel pump (10), in order to enable adjusting the fuel pressure delivered to the high-pressure fuel pump (11) on the low-pressure side, wherein said pressure regulator (19) is controllable such that

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the pressure delivered to the low-pressure side of the high- pressure fuel pump (11) can be regulated variably.

29. (Previously presented) The fuel delivery system of claim 26, wherein said pressure regulator (19) has a first and a second pressure limiting valve (25, 27), which are connected in parallel and enable a pressure limitation to a first and a second pressure, respectively.

30. (Previously presented) The fuel delivery system of claim 28, wherein said pressure regulator (19) has a first and a second pressure limiting valve (25, 27), which are connected in parallel and enable a pressure limitation to a first and a second pressure, respectively.

31. (Currently amended) The fuel delivery system of claim 29 27, wherein said pressure regulator (19) has a first and a second pressure limiting valve (25, 27), which are connected in parallel and enable a pressure limitation to a first and a second pressure, respectively.

32. (Currently amended) The fuel delivery system of claim 29, further comprising a blocking valve (26), actuatable by ~~the control circuit (18)~~ said means for controlling the coolant medium flow, connected in series with the pressure limiting valve (25) for the low pressure.

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33. (Previously presented) The fuel delivery system of claim 32, further comprising a controllable throttle device connected in series with the pressure limiting valve (25) for the low pressure.

34. (Previously presented) The fuel delivery system of claim 33, wherein said throttle device has a throttle valve, which is embodied such that the flow resistance increases disproportionately as the quantity of fuel flowing through increases.

35. (Previously presented) The fuel delivery system of claim 17, comprising at least two coolant conduits (21, 31) of which one coolant conduit (21) delivers air and another coolant conduit (31) delivers water as coolant medium to the high-pressure fuel pump (11).

36. (New) The fuel delivery system of claim 23, further comprising a pressure regulator device (19) assigned to said low-pressure fuel pump (10), in order to enable adjusting the fuel pressure delivered to the high-pressure fuel pump (11) on the low-pressure side.